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CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

60275

COUNTRY Germany/Russian Zone

SUBJECT Activity in the Ports of Rostock
and Warnemünde

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SUPPLEMENT

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25 March 1947

1. Rostock (081)

The Neptun-Werft, employing 2,700 persons on 13 January 1947, expects to increase its personnel to 6,000 during 1947. About six months ago, there were only two lathes in the yards; in January, deliveries of used lathes from Saxony and Thuringia, plus some new ones, brought the total to 240. Two 28-meter fishing boats are under construction for German use. Plans call for reparations construction of mine sweepers, coast guard cutters, freighters, transport and fishing vessels. The yards are administered by Soviet Naval Captain Feiter; the Russian technical supervisor is Ing. Schatan.

2. Warnemünde (082)

- a. The port now has a clearance of eight to nine meters. Ten vessels may be loaded and unloaded simultaneously if none of them exceeds 4,000 tons. There are, however, no large port cranes, and loading depends on ship cranes.
- b. In mid-January 1947, fifteen coast guard cutters in Warnemünde harbor were being overhauled by the Kröger shipyards. Repair activity was limited to reconditioning of engines and new coats of paint.
- c. The following merchant ship movements were observed in Warnemünde during December 1946:

Korso (Finnish), 2,500 tons, from Rostock to Leningrad on 24 December, with aluminum, fire extinguishers, crockery.

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Sander (Finnish), 2,000 tons, from Rostock to Leningrad on 28 December, with sugar and machine parts.

Patma (Russian), 2,000 tons, from Warnemünde to Leningrad on 29 December, with sugar, crockery, empty bottles.

d. During December 1946, approximately 3,000 tons of coal were loaded on Danish and Finnish schooners. (Source supplies no further information on this subject).

e. The following merchant ship movements were observed in Warnemünde between 13 and 22 January 1947:

Veli Ragma, (Finnish), to Leningrad on 13 January, with crockery, 200 tons fire extinguishers, 100 tons emery.

Inger (Finnish), Wismar to Leningrad on 16 January; loaded 1,200 tons of rubber in Warnemünde.

Tines (Norwegian), unloaded 2,500 tons of iron ore on 18 January. The ore was then shipped by rail to Wittenberge.

Svarthnes (Norwegian), also unloaded 2,500 tons of iron ore on 18 January for rail shipment to Wittenberge. This vessel then loaded 3,000 tons of coal for Norway.

Gaist (Finnish), to Leningrad on 22 January, with 2,000 tons of coal.

(Name Unknown) (Russian), to Riga on 22 January, with 2,000 tons of coal.

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